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VERDUN.

The first appearance of Verdun in the pages of history was in the time of Julius Caesar, who established at Verodunum, as it was then called, a magazine for his legions. The Germans first attacked Verdun in the 6th century, when the Franks from north-western Germany took possession of the town. By the famous treaty of Verdun, made on this date in 843, Verdun formed part of the dominions of Lothaire. It was taken and annexed to the German Empire in 939 by Otto I., and placed under the temporal authority of the bishops. Verdun surrendered to France in 1552, but was not formally ceded to France until nearly a century later. During the French revolution, in 1792, the citizens of Verdun opened their gates to the Prussians, after a bombardment of a few hours. The French commander committed suicide, but the revolutionary government executed a number of others who shared the responsibility for the ignominious surrender, including 14 girls who had offered flowers to the Prussian monarch. The Prussians were driven out after having held the town 41 days. The Teutonic hosts again swooped down upon Verdun in 1870. Unable to take the town by direct assault, they invested and bombarded it, and

the French, after a brave defence, surrendered the fortress with 4,000 men and large stores of ammunition. Verdun was the last place abandoned by the Germans, the troops retiring in September, 1871.

ANNIVERSARIES OF RING BATTLES

1884—Jack McAuliffe defeated three men in a single session at New York. "Williamsburg Jack" was then just starting his professional career, and having defeated several young hopefuls of New York and Brooklyn state circles without raising a perspiration, he decided to tackle them in lots instead of singly. Jack disposed of Patry Hogan, Bill Whitney and George Kline in less than one round each. Having been victorious in several of the lightweight tournaments pulled off by Billy Madden, McAuliffe challenged Jimmy Mitchell to battle for the championship and claimed the lightweight title when Jimmy refused. In 1887 McAuliffe fought Jim Carney, the English lightweight champion, for the world's title at Revere, Mass. It was a fierce and bloody bout and in the 74th round the ring was broken into and the fight was called a draw. McAuliffe has lately been showing pictures of this battle the vaudeville stage, the veteran fighters having

fought the contest over for the "movies" when Jack was in England not long ago. McAuliffe was the only lightweight champion who ever retired while the retiring was good.

REVENUE MEN PLAN FOR ANNUAL OUTING

Internal revenue men of this state and Rhode Island are planning for their annual outing, sheeproast and clambake to be held at New London, Saturday, Sunday and Monday, Sept. 3 and 4. The clambake and sheeproast will be held Sunday and on Monday the men will cruise on the Sound in the U. S. Revenue cutter at New London which has been placed at their service for that day. It is expected that there will be 50 men at the outing and their headquarters will be at the Crocker House. The deputy collectors from this district who will attend include Jos. Elabby, W. I. Davis of this city, Edward Gildea of Danbury, Robert J. Ryle of Stamford and Revenue Agent Lawrence J. Gill of Bridgeport.

Tomorrow will be Dollar Bargain Day at E. H. Dillon & Co.'s. Hundreds of articles for one dollar that are worth three to four times the amount. —Adv.

RECALLS FIRST SUBMARINE TRIP OF 19 YEARS AGO

Philadelphia Newspaper-
man's Recollections of
Undersea Journey.

TRIP MADE FROM
BALTIMORE DOCK

Great Strides of Submarine
Navigation Emphasized by
Interesting Story.

An absorbingly interesting account of one of the first trips ever undertaken in a submarine beneath the surface of the water by others than those interested in submarine navigation is given by James M. Bennett, in the Philadelphia Ledger.

This trip taken in the Argonaut, now a thing of the past, but the first even keel, buoyant superstructure craft designed, is particularly interesting at this time, because it shows the utter fearlessness of Simon Lake and the great change in submarine conveniences, and advance in the operation of undersea craft.

Where the Argonaut, launched in August, 1897, burned gasoline (petrol) and was incident to all the dangers of escaping gas since eliminated, and there was intense ringing in the ears, the modern submarine is able to stay under for great periods of time, there is little noise from outside, no "sweating" and temperature changes are offset by electrical devices.

One feature indicated in this article stands out most prominently, however, as it points to a improvement so far ahead of the age that even to this date Simon Lake and possibly the German government are the only ones to adopt it generally in their boats—the submarine diving compartment.

As far as is known no specifications of the United States, English, or other governments have included this feature except in boats built upon private design and accepted by them.

The Argonaut as originally built was but 36 feet long and 9 feet in diameter. She was the first submarine to be fitted with internal combustion engines. She had two-toothed driving wheels forward which were revolved by suitable gearing when navigating on the waterbed, or they could be disconnected from this gearing and permitted to revolve freely, propulsion being effected by the screw propeller. Storage batteries were carried only for lighting purposes. Air was taken into the boat by means of pipe masts at depths up to 50 feet.

Bennett tells his experiences of 19 years ago as follows:

"Don't come to the office tomorrow; go to Spring Gardens. You are going down in a submarine boat." When the city editor of a newspaper published in Baltimore gave me this order almost 19 years ago he "torpedoed" me without warning. I was sailing along, under full canvas, ignorant and happy as a "cub" reporter, when I received the assignment to explore the depths in an undersea boat.

The vessel was the Argonaut, invention of Simon Lake, who received the greater part of his education in Philadelphia. Lake and his boat had been something of a joke among newspaper folk, but time was destined to show that it was the forerunner, probably, of the same type as the giant German submarine Deutschland, which was recently moored in Baltimore almost within a stone's throw of the shipyard of the Columbia Iron Works & Drydock Co., where Lake's boat was built.

And now, after the years have flown, comes the product of German ingenuity and daring to recall to me the risk I assumed when I nodded calmly to my city editor as I received the assignment to "go down in the submarine."

Scare That Still Lingers.

I went. I've never forgotten it, and I'll confess frankly that I was frightened. What did I, a landsman, know of a boat that had been built to sink at the manipulator's will, crawl along the bottom of the sea if the man in charge thought it necessary, open a hole in the bottom and permit a diver to leave and do other stunts to which Jules Verne's wildest flights of imagination never soared?

What assurance had I that the boat would return to the surface? None. Yet, down I went and received a scare that has lingered with me although I was badly jolted when a German submarine stopped a Dutch ship on which I was crossing the North Sea from Rotterdam to London last year.

Spring Gardens, an arm of the Patapsco, was being swept by a cold wind on Dec. 16, 1897, when I had my first glimpse of Lake's boat as it lay alongside the dock.

It was a real "low, rakish craft." Little of the boat was visible above the surface. She was only 36 feet long, 9 feet beam, this pioneer among submarine boats, the design of which was afterwards adopted by the several great maritime powers. She had a 30-horse power engine, a dynamo, an air compressor, a searchlight and other apparatus necessary for the navigation of a submarine.

Thousands of persons lined the dock and the banks of the river. They gazed in wonder at the queer looking craft.

Welcomed by Lake.

Simon Lake, bronzed, bright-eyed, alert and eager, welcomed me aboard. "We'll go down in a few minutes," he said. Really, I wasn't in a hurry. I felt somewhat like a patient being prepared for an operating table.

In a few minutes another newspaper man and a woman writer from a New York publication came aboard. "That's all," said Mr. Lake, as he waved toward a boiler-shaped tower, which was the entrance to the interior of the craft. I took one long, loving, lingering glance at Baltimore, thought of my creditors, also of some things I had heard in Sunday school in the long ago before I began newspaper work, and I was ready to go where Simon Lake led me.

He had given me confidence by his air of simplicity, his strength and evident determination to win success with his queer boat.

As we were about to descend, a man came, alongside with a diver's mask.

Curious, like all young reporters, I blurted out, "What's that for?" "Oh, for our diver," replied Mr. Lake. "He's going out of the bottom of the boat after a while."

Again I was "torpedoed" without warning, and on the same voyage, too.

"Let's go," ordered Mr. Lake, after we had scrambled down the slippery iron ladder into the interior of the boat, a mass of iron and mechanical appliances. A sailorman screwed down the iron plate of the entrance and we were prisoners—Simon Lake, a crew of five, a diver, two newspapermen and a woman.

Crawling Along the Bottom.

Slowly the vessel began to sink and my spirit sank with it. There was no hilarity aboard. "It was grim reality. We were in danger. True, the boat had been tested, but a little slip of a wheel or a miscalculation and we knew we would be summoned to 'an account of our stewardship.'"

Within a few minutes we felt a slight jar. That frightened us, and the "cub" reporter broke in again, "What's that?" "Oh, we're just settling on the bottom in about forty feet of water," replied Mr. Lake. A big sigh of relief followed.

Then the real work of the Argonaut began. She started to crawl along the bottom aided by two big wheels, one on each side.

Within a few minutes we began to ask questions. Mr. Lake explained the mechanism of the boat. I've forgotten the details, but he told us the Argonaut was the first submarine vessel to navigate successfully in the open water. She was intended, he said, for submarine exploration work, the raising of wrecks, the recovery of valuable cargoes and, if necessary, she could be fitted for firing torpedoes. He showed us a telephone apparatus and said it would be used to communicate with persons on shore in a few days. This was done when the Argonaut was submerged a week later and a conversation was held with William T. Maister, who was president of the company that built the boat and also mayor of Baltimore.

After we had been below about an hour, one of the crew made oyster

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New recordings also are announced by those two peerless baritones—Graveure and Seagle.

These recordings are typical of the ideal quality of all the

New Records for September

In the song hit field, Al Jolson leads off with his latest success, "You're a Dangerous Girl," and you'll find yourself whistling or humming the tuneful melodies in all of these other

Popular Hits of the Day

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|---------------------------|---|---------------------------|---|
| A 2040
10 inch
75c. | IF I KNOCK THE "L" OUT OF KELLY (IT WOULD STILL BE KELLY TO ME). (From Lew Fields' Musical Production, "Step This Way.") Marguerite Farrell, soprano. | A 2043
10 inch
75c. | OH, HOW SHE COULD YACK! HACK! WICKI WACK! WOO. (That's Love in Honolulu.) Arthur Collins, baritone, and Byron G. Harlan, tenor. |
| A 2042
10 inch
75c. | THE GREATEST BATTLE SONG OF ALL. Irving Kaufman, tenor. | A 2045
10 inch
75c. | SOME GIRLS DO AND SOME GIRLS DON'T. Oscar Shaw, baritone. |
| | SUZANNE. Anna Wheaton, soprano. | | ON THE SOUTH SEA ISLE. Sterling Trio. |
| | I DIDN'T KNOW THAT LOVIN' WAS SO GOOD. Anna Wheaton, soprano. | | I LOST MY HEART IN HONOLULU. Sterling Trio. |

Other Recordings of Wide Appeal

Tannhauser—Overture, two parts, double-disc record A 5849; and "Manzanillo" and "Sunshine and Roses" beautiful orchestral compositions, are fine examples of Columbia Instrumental recordings.

And among others there are six dance selections; a coupling of rollicking Irish dances on the accordion, and an instrumental novelty of banjo, saxophone and piano, played by Van Eps Trio.

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We have many other wonderful dollar bargains in our Musical Dept., also in Pocket Flashlights, Electric Lanterns, Electric House Lights, and other big Dollar Values.

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**BRIDGEPORT'S
LEADING MUSIC
HOUSE**

Deutschland embodies some of the products of his genius, and it is announced that he is going to build boats here for a German-American syndicate. The Argonaut and the Deutschland are somewhat similar in appearance when one compares pictures of them. Two facts stand out. One, that Simon Lake, a native of Pleasantville, N. J., whose grandfather, also Simon Lake, founded Ocean City, N. J., achieved the greatest invention of the 90s when he built a submarine boat by means of which the bottom of the ocean and the surface could be traversed.

The other outstanding fact is that even if the Germans have encroached upon Lake's invention they have made "Twenty Thousand Leagues Under the Sea" look like a summer's joke and inaugurated an undersea service that may become as common and popular as a river ferry trip.

With a little stretch of imagination I can hear a German purser shout "All aboard; next boat dives for Bremen at 6 o'clock."



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